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[670]

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[a1472]

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## The Daily Press.

HONGKONG, AUGUST 13TH, 1910.

For three days this week the Chief Justice and a Jury have been engaged in the Supreme Court on the trial of an action brought to decide whether a certain Chinese man was at a given date a partner in a Chinese firm lately carrying on business in the Colony, and the Jury, who returned a majority verdict, has once more drawn public attention to what in the rider to their verdict they describe as "the absolute necessity for the compulsory registration of all partnerships" in the Colony. This expression of opinion the Chief Justice promised to forward to the Government, but in view of the complexities of the question which previous inquiries on the subject have revealed there would seem to be little hope of any steps being taken to give effect to this demand unless it be strongly supported by the Chamber of Commerce and the general mercantile community, Chinese and European. It is nearly forty years since this question was first brought forward for consideration by the Government by a petition presented by the Chinese community. A second representation was made by them twelve years later. In 1891, ten years later, the Chamber of Commerce, when they were invited to express an opinion on a draft Bill to amend the Bankruptcy Ordinance, intimated to the Government that they were strongly of opinion that to render the proposed Ordinance more completely applicable to local requirements it should be preceded or supplemented by a

Bill making compulsory the registration of individual members of Chinese firms trading in the Colony. It was mentioned in the same communication that at Singapore, where business is largely in the hands of Chinese, registration of partnerships in connection with the administration of the bankruptcy laws had been urgently recommended. The Government at Singapore did, in fact, make an attempt to deal with the problem, but the mercantile community was much divided on the subject, and the Bill was abandoned. Guided by these results in Singapore, the Hongkong Government made no attempt to give effect to the demands for registration which had been made in this Colony. In 1900 the question was re-opened by the Chamber of Commerce, following a case which had been heard in the Supreme Court, and the Government thereupon appointed a Committee consisting of His Honour Mr. Justice WISE (chairman), the Hon. Dr. Ho Kai, the Hon. Mr. Wei Yuk, the Hon. Mr. J. THURBURN, Mr. R. G. SHAWAN and Mr. LEUNG FUI CHI. This Committee, besides reading all the papers on the subject in the Government's possession, examined three European and three Chinese witnesses and came to the conclusion that it would be inadvisable to introduce the suggested legislation whether penal or disabling. The general ground for this decision was that it would be impracticable to give due effect to such legislation. Mr. SHAWAN, who presented a separate report, stated that he did not see the impracticability of registering partners, but he thought registration inadvisable on account of the trouble and expense involved by a Registry Office. He suggested that the object of such registration might be obtained by inducing Chinese firms to advertise the names of their partners and the changes in their constitution from time to time, as is done by foreign firms. Among the reasons given in support of the decision of the Committee were the following:—(I.) That in consequence of the difference between English and Chinese law as to the liabilities of a partner in an insolvent firm the Chinese would not be inclined to register their true names, and that any such registration would therefore tend to fraud and litigation; (II.) the enormous expense that would be entailed owing to the difficulty of finding out who the partners in a Chinese firm are; (III.) that such legislation would tend to drive capital from the Colony and would seriously interfere with trade. It is only nine years ago that this inquiry was held, and unless it can be shown that these arguments no longer carry the weight attached to them by the Committee there is not much prospect, we fear, of a further attempt being made to deal with the problem.

The coxswains of four steam launches were at the Magistracy yesterday fined \$30 each for making fast to the s.s. Arratoon Apear while she was under way. Two men appeared before Mr. Wood at the Magistracy yesterday on a charge of arson in connection with the fire which took place at Yau-mat at the beginning of this week. At the Magistracy yesterday the coxswain of the launch Sybil, which is used by the health officer of the port, was summoned for not having a light exhibited at 4.30 on the morning of the 5th inst. The hearing was adjourned. Yesterday rain fell heavily, converting the dust of the streets into mud. Pedestrians in Queen's Road in the afternoon were surprised to see a water-cart, drawn by a couple of bullocks, sprinkling water over the road, presumably to lay the dust. An Ordinance to amend the Weights and Measures Ordinance, 1886, is to be brought before the Straits Legislative Council shortly with the object of legalizing the use of a Chinese measure of length, termed a "cheek," which is in general use among Chinese tailors and silk merchants. The use of this measure, says the objects and reasons attached to the bill, appears to be in no way tending to or facilitating fraud, and it is thought proper that the existing liability to prosecution and fine for its use should be removed. A Malay policeman told a curious story in the police court at Singapore the other day. He was in Jalan Besar, when his attention was attracted by the movements of a Chinese coolie. The latter was carrying two baskets, in one of which was a kerosene tin. When he saw the policeman, the coolie threw the tin into the street and bolted, and the policeman, thinking that rather suspicious, bolted after him. He caught him, came back, and picked up the tin, which he found to contain the dead body of a three-months' old child. The coolie was charged with depositing it. A municipal inspector, however, gave evidence to the effect that he saw the dead body at ten o'clock that morning, lying in the road, and went to report the matter. Returning a little later he found that the corpse had disappeared. Then he heard of the arrest! Defendant stoutly denied having had anything to do with the body and he was discharged.

The French Consul at Tientsin reports that the cinematograph has caught the Chinese taste to such an extent that German and Japanese firms are making enormous sums in China with moving picture shows. The Chinese, he says, like war scenes best, but not the Western idea of humour.

A little Indian girl was brought up at Singapore on a charge of vagrancy some time ago and signed a contract not to return to the Colony. A few days ago, however, she came back to get married and during the wedding festivities was arrested on a breach of contract. A week yesterday she appeared before Mr. Green, to answer the charge, respondent in all her bridal garments, her husband accompanying her similarly attired, their flowing robes being plentifully besprinkled with red fluid and yellow turmeric, which is the Eastern substitute for confetti and rice. After hearing the evidence, the magistrate bound the girl over for six months in the sum of \$50 to come up for judgment if called upon.

The delegates from the chambers of commerce of the Pacific coast of the United States are due to arrive in the Orient by the Korea and preparations are being made for their entertainment at Shanghai. So far as can be learned, says the *Cable News-American*, the itinerary of this important party of tourists includes only Chinese and Japanese cities. The chief object of the promoter of the tour was to interest and instruct American business men on the Pacific coast in the possibilities of trade with China. This purpose seems to have prevailed to such an extent that in Shanghai little or no attention was paid to American and other foreign commercial bodies, but arrangements were made nearly altogether with the Chinese chamber of commerce there. Moreover that body seems to have taken the bit in its teeth and to be laying out its own scheme of entertainment without co-operation with the American Association or the European chamber of commerce of Shanghai. Manila's chief interest in this party of tourists lies in the fact that it is to leave this city on its programme. This is a very regrettable misfortune for both the islands and the tourists. Composed as the party is of the representatives of the commercial organizations of the entire western coast of the United States, the islands would have made a ten strike had they been able to draw these tourists here. And the tourists would have struck it rich had the promoters of the tour been gifted with enough vision to have included the islands in the itinerary. They would have found here the very thing they are to seek with doubtful success in China.

## CORRESPONDENCE.

SUGGESTED AIDS TO NAVIGATION IN CANTON RIVER.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, 11th August, 1910.

SIR,—While not wishing to question the general knowledge of his subject possessed by the writer of the above in to-day's issue, some trouble should have been taken to ascertain facts before condemning the system on which the Customs' tide gauges are erected. This on the principle of rendering unto Caesar, etc.

That there is no means of reading the gauges at night undoubtedly limits their value as direct aids to navigation—which, by the way, is only part of their use—but this might, to a certain extent, be overcome if the Customs could arrange for the keeper at the Tide Pole Light to show a small light, either red or green, from his hut while the water on his gauge was over a certain height, say, four feet. While perhaps not being of much service to deep ocean vessels this would be a great convenience to the river steamers going up on dark mornings and wishing, if possible, to use the Front Reach—Yours, etc.

W.R.J.

## HOW MR. ROOSEVELT BECAME PRESIDENT.

Mr. Thomas C. Platt, senator, who for many years was the Republican political "boss" of New York State, relates in the first part of his autobiography, published in the *McClure's Magazine*, how Mr. Roosevelt was made Vice-President, which led to the Presidency. The story is by a pinch on his log. Mr. Platt leads up to the incident by describing the negotiations at the Republican Nominating Convention at Philadelphia in 1900. Mr. Roosevelt was then Governor of New York State and desired to be re-nominated for the Governorship. Senator Platt tells how he informed Mr. Roosevelt that he could not have the re-nomination, which was intended for Mr. E. B. Orlin, but that he must accept the Vice-Presidential nomination on the ticket with Mr. McKinley, who was to be re-nominated for the Presidency. "The Governor" (Mr. Roosevelt), writes Mr. Platt, "was in a state of rare excitement, even for him. 'I shall go to the New York caucus, and tell the delegates that I shall, if nominated for Vice-President, arise in the convention and decline. I can serve you, Senator Platt, far better as Governor than as Vice-President,' said Roosevelt pugnaciously. 'Now, I want your promise that if you are endorsed by the New York caucus, you will not refuse, and that if you are nominated by the convention you will run,' I added. 'Well, Senator Platt,' finally returned Roosevelt, reluctantly, 'I will pledge myself not to decline formally the New York caucus endorsement. But I shall certainly urge the caucus to name another,' he added. 'And remember that I shall pinch you if I see any signs of your getting up and declining,' put in my son Frank. 'The New York caucus session was a long and heated one. Mr. Roosevelt reiterated in the most emphatic terms his statement that he was not a candidate for the Vice-Presidency. . . . Roosevelt's self-constituted friends clustered about him and whispered audibly: 'Say you'll decline, if nominated, Senator.' My son pinched Roosevelt in the leg and said: 'Remember your contract with the senator.' Roosevelt kept faith. He ignored the solicitations and sat down. In other words, a pinch may be said to have made Roosevelt President; for, had he accepted the threat of declining, and had it been accepted, he would never have reached White House."

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinances, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

## EXTENSIVE FLOODS IN JAPAN.

FLIGHT OF FOREIGN VISITORS AT KARIJAWA.

TOKYO, August 12th.

The country is suffering severely from the continuous rains of the past week.

The running of trains on some railways is temporarily suspended.

The northern part of Tokyo and much of the surrounding country is flooded, and the damage to property and loss of life is unprecedented.

Reports from the summer resort at Karijawa, where 800 foreigners are staying, state that most terrible weather has been experienced, and that private houses and hotels have been washed away.

One report describes the foreign guests at the Mikasa Hotel as seeking refuge in the hills at midnight.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS,"]

## THE CHINESE POLICE SYSTEM.

LONDON, August 12th.

Lien Chai, one of the chief Chinese police officials, is now in London studying the police administration with a view to remodelling the Chinese police system on English lines.

## THE CHINESE IN TIBET.

LONDON, August 12th.

From Simla it is reported that the situation in Tibet is improving. The military activity of the Chinese is decreasing, and it is now believed doubtful that the British troops will cross the frontier.

## THE NEW YORK OUTRAGE.

LONDON, August 12th.

Mayor Gaynor is progressing most favourably. His assailant was an employee of the municipality who had been dismissed for various misdemeanours.

## GERMAN SHIPBUILDING DISLOCATED.

LONDON, August 12th.

The shipbuilding strike at Hamburg for shorter hours and higher wages has developed great proportions owing to the lockouts at Stettin, Bremerhaven and elsewhere.

It is expected that the strike will last several weeks. The progress of fifteen warships is affected.

[FROM THE "CABLE NEWS-AMERICAN,"]

## AMERICAN ELECTIONS.

FORECASTS FOR NOVEMBER.

WASHINGTON, August 8th.

The campaign for the Congressional and State elections is proceeding in every part of the United States. Indications at present point to a crushing defeat of the Republican Party. This is the conclusion reached by the independent Press. It is founded on a "straw" vote of the various States. The opinion is strengthened by the apparent confidence and lack of confidence of the leaders of the two parties in different sections of the country.

## TIBETAN TRICKSTERS.

Fraud nestles even on the "roof of the world." In other words, the unscrupulous Tibetan does a little cheating on his own account. He is almost the sole purveyor of mink. It is sold at something like a dozen times its weight in silver, so one would think the scent would be pure. But this is far from the case. It is always sold in "pockets" and the vendors will not allow any examination by the buyer—other than touch. But by this means he is unable to determine upon the purity, and it frequently happens that the vendor has adulterated his merchandise with azide, peas, beans, potatoes, mixed with blood, the yolk of eggs, pounded in a mortar until it resembles mink.

## WITH DOG AND GUN IN THE NEW TERRITORY.

## PIGEON SHOOTING.

For some unexplained reason, pigeons here do not possess the status of their Western brethren, that is, local sportsmen rarely or ever try for a pigeon "bag," although, in the writer's opinion, a string of dead "scale-backs" is not to be despised either as regards quantity or quality. I am inclined to think, however, that this contempt for the humble pigeon obtains more from a general ignorance of their excellent table qualities, rather than from a natural dislike of the birds. Also, the fact of the birds—when in flight—making extremely difficult shooting may have something to do with their unpopularity. A "scale-back" when driven, undoubtedly requires one to have a quick, true eye, else one's empty cases will scarcely tally with the birds obtained.

In the winter season, from the end of October to the end of March, we have three species of pigeon, of which only one is indigenous, i.e., the ordinary wood dove. The other two—the "scale-back" and blue rock—often confounded—are migratory. With the wood dove everyone is familiar, and nowhere are they seen in greater numbers than around the upper levels of Victoria—especially in the Public Gardens. Their flesh is much darker than that of the "scale-back" or "blue rock," and is certainly inferior in an epicurean sense. They are easier to shoot and kill than either of the other named species, but they prefer hiding in leafy trees and bushes to indulging in lengthy flights. The best way to get them is for several guns to surround their habitat, sending in some Chinese with a packet of crackers to startle and keep them moving. At the villages of Tsui Uk Wai and Lung Tsin Ha on the Chinese side of the Sham Chun River, I once saw over 100 doves obtained in this manner by three guns in the course of about two hours.

The so-called "blue rock" pigeon—often confounded with the "scale-back"—is a small-sized pigeon with a slaty-blue plumage, having a dark ring round the neck edged with white. They have a small head and slender neck, with tapering wings and tail, and their progress through the air is swallow-like in swiftness. They are found only in wild and solitary places—on rocky, tree clad slopes, etc.—and never in large numbers. Their flesh, in colour, resembles that of the doves, but is better flavoured. The hills around Lung Kiu Tan and Castle Peak, the Tai Lam Chung valley, the upper ends of the Pat Heung and Lam Tein valleys, and the Shatankok valley comprises the best "blue rock" country, although they are to be found elsewhere along the eastern coast. They are nowhere in such numbers, however, as to warrant a day's sport being wasted on them, and they should be included in a mixed "bag."

When we speak of the "scale-back," however, we speak of sport in the true sense. The "scale-back" is the prince of pigeons, and difficult enough to satisfy the most ardent sportsman. They are always found in large flocks, and they are almost like rooks in their yearly persistence of frequenting the same locality. They are by far the largest of our pigeons. Their plumage is heavy and No. 4 shot is necessary to kill. Their breasts are a delicate pinky-red colour, and the feathers of the back are a blue-grey tinged with pink, scale patterned like the scales of a large fish. Their favourite roosts are in tall, leafless trees, or in pear orchards—also leafless in winter. Their feeding time is early morning and late afternoon, and here I might remark that they are possessed of enormous appetites. They love to feed in fields where peanuts have recently been raised, and where they find plenty of nuts overlooked in the gathering. Out of curiosity I once counted the peanuts in the crop of a dead "scale-back," and found 73 nuts—many of them unshelled—besides sundry berries, etc. Their flesh is whiter and better flavoured than either that of the dove or "blue-rock," and their breasts are large and firm fleshed. I have never weighed any of them, but the largest of them are scarcely inferior in size to a partridge hen. They are very birds, and not easily approached. When started, they generally fly from village to village, always settling in trees, and always returning to their original roost. For this reason several guns along the line of flight and in the tree clumps is advisable. They are very strong on the wing, and one has to be an expert to hit them; also, they take a lot of punishment and die hard. I consider them the most difficult to shoot of all the land birds here, and I am sure many with experience will agree with me.

I will now name the localities where "scale-backs" are, and always are, year in, year out, without variation. Starting at Castle Peak a few will be found behind Wong Ka Wai towards the temple on the hill. The next place is among the tall cotton woods behind Lam Ti village, and farther up by Nai Wai and the village opposite. The villages of Nam She Wat, Mong Tsing and Tai Tsing are all good for "scale-back"—also behind Kiu Tai, Ping Shan. In the Shap Pat Heung, the villages of Shan Ha, Mui Kiu Tai and Wong Nai Tan give good sport—especially the latter. A few will also be found behind the Un Long villages. In the Pat Heung valley they are found behind the Kam Tin Villages, and between there and the village of Ha Tai. Going towards San Tin they are found behind the villages of Mai Po and Shek Kiu Tan, and behind the villages of San Tin itself. In the Han Yauk and Sheung Shui districts, the villages of Ku Tong, Hang Tau, Tung Kung Ling, Kam Tin, Ho Sheung Heung and Liu Pok are all very good; including the tree-lined stream between In Kong and Ho Heung. There is a tree clump between Sheung Shui village and Lungkwat Tan where they yearly congregate, also behind the village of

Fan Ling Lau. Proceeding down the Lung Kwat Tan valley they are found behind the village of Siu Hang, in the isolated clump behind Kwan Ti village, and along the tree-lined stream in the Hok Tan or Hok Sau Valley. Farther down they are found behind the village of Ma Uk Pin and near the village of Ma Cheuk Ling, Shatankok.

In the Luk Yeuk district they are found behind the village of Ping Tsai, the village of Tsung Un Ha, and also the villages of Lo Fong and Mah Fu on the border line. Just over the border they are numerous around the villages of Wong Pui Ling, Tsui Uk Wai, Lung Tsun Ha and Sha Tao.

In conclusion I may add, with reference to the ordinary wood dove, that they are to be found at each and every village having trees around or near it, whilst "scale-backs" are to be found only at the villages named. Finally, when going pigeon shooting a good working retriever will be found very useful.

## SPORTSMAN.

## CHINESE IN THE STRAITS.

The annual report of Mr. C. J. Saunders, secretary for Chinese Affairs in the Straits Settlements, has been published and shows that the total number of immigrants from China in 1909 was 151,752, the lowest number for the last 10 years, and 1,700 below the figure for 1908—a decrease of 1.1 per cent. The decrease in 1909 was attributed to the imposition of 14 and 10 days' quarantine during the second and third quarters of the year. The continued decrease of immigration on this side and to good harvest in China.

The arrivals in Penang numbered 43,553, a decrease of 8.6 per cent. below the number in 1908. The number of unpaid passengers, i.e., of persons who obtain free passages to the Colony in consideration of entering into contracts for service on arrival in the Colony, was 13,379, a further decrease of 225 or 1.9 per cent. The proportion of unpaid passengers to total number of adult male immigrants remained the same as in 1908. Of these unpaid passengers 11,627 signed contracts, 971 were redeemed by relatives and friends, 239 were returned to China, 24 were dismissed in Singapore, 220 absconded on landing or from depots, and nine died. There were 271 immigrants remaining in depots on the 31st December, 1909. The arrangement with the Hongkong Government, by which no arrival from there is recognized here as an unpaid passenger unless he has previously acknowledged his indebtedness before the Registrar-General, Hongkong, has continued to work with good results.

The chief classes of labour for which contracts were signed were—Miners 7,601, agriculturists 5,820, general unskilled labour 1,330, sawyers, timber and firewood cutters 610, mechanics and artisans 243, domestic and shop coolies 123, sailors, fishermen, etc., 239, and miscellaneous 115, a total of 16,071.

## AFTER TEN YEARS.

"Oh, there you are! and don't look a day older than you did ten years ago, and I'm so yellow and wrinkled. It's that dreadful climate." Oh, no, don't give those papers to the porter. I want to send them off by next mail—they will be ready every word, even the advertisements. Isn't that every word you're looking for? I can hardly hear what you're saying now here. "Yes, it was a horrible voyage—nearly all the passengers were most uninteresting. What's that? A taxi cab, did you say? I've never seen one before. Do let's get one; it will be much quicker than a stupid old 'machine.' What is he doing? Is that just the way they start off. I thought there was going to be an explosion. Do tell him not to go so fast. I'm sorry I pinched your arm so hard, but I did think he was going to run over that girl with the basket. "Do they all have those extra-giant eyes here? I had forgotten. How miserably stupid they look, poor children. The natives would think it shocking in our district—you are barbarians here after all, aren't you, to allow such things and never think of the poor next generation. "What did you say? Oh couldn't listen—I was watching that poor lady. She is going to fall, isn't she? How hard she finds it to walk. Is she lame? Why? Is it tied in below the knees? Whatever is she? Is it the uniform of a suffragette or what? Oh, well! I suppose it seems funny to you, but how could I tell it was the fashion? We don't see anything fashionable up-country, and the ship was in quarantine at all the ports on the way home. "There's the University. Why? Did I shout? The chauffeur turned round and looked at me. Well, you would want to shout or do something if you hadn't seen it for years. It just looks as splendid as ever, doesn't it? How fearfully crowded the streets are! I shall never dare to cross the road. When can I stop? I shall have to walk along the side I start on until I come to the kind of shop I want. What dears the policemen are, aren't they? They give you such a safe feeling. Oh oh! he goes too quickly round the corners. We shall be killed before we get there. Which is No. 33? Twenty-seven, twenty-nine, thirty. Oh oh! there's mother at the door—do make him go quicker. N-n-no, I'm n-not c-crying—only happy."—*Guayon Herald*.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 12th at 12.10 p.m.—The barometer has fallen slightly over the Loocoon, and risen moderately to slightly over China and at the stations around the China Sea. A depression which appears to have developed over the Lower Yangtze valley, has moved into the Eastern Sea. The depression lying off the S.E. coast of Japan yesterday is moving away over the Pacific. Pressures are still high over the Pacific to the N.E. of Japan, and also over the S. part of the China Sea. Moderate variable winds may be expected in the Formosa Channel, and fresh S.W. to S. winds along the S. coast of China. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 2.40 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S. W. and S. winds, fresh; squally, thunder storms.
Formosa Channel	Variable winds, moderate.
South coast of China between Hongkong and Lamook	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.



## SUPREME COURT.

Friday, August 12th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND  
(ACTING JUSTICE OF THE PEACE).

## ANOTHER JURY WANTED.

The case was mentioned in which Donald Harvey claimed from the Robinson Piano Company the sum of \$600, the claim being for the return of a bag of tuning instruments or their value, and the sum of \$600, damages for detaining same.

Mr. Lee d'Almeida o. Castro appeared on behalf of Mr. P. Sydenham Dixon, the solicitor for the plaintiff, and Mr. F. Paget Hett (of Messrs. Bratton & Hett) represented the defendants.

Mr. Hett—I would ask your Lordship to make an order for pleadings.

Mr. Almada—And an order for a jury.

His Lordship—You want a jury?

Mr. Hett—I don't know. I've had no notice of this application for a jury.

His Lordship—Is it a case in which you are entitled to a jury?

Mr. Almada—Yes. It is a case for damages for detention of certain articles belonging to the plaintiff.

Mr. Hett—This application for a jury has just been sprung on me.

His Lordship informed Mr. Almada that he might renew his application when pleadings were filed.

## CLAIM FOR MEALS AND PROVISIONS.

Action was brought by the San Pak Cheung firm against Lam Tang Chan to recover \$93.10, being balance due from the defendant to the plaintiff for meals and provisions sold and supplied and money paid by the plaintiff at the request of the defendant between the 2nd April, 1908, and the 27th June, 1908.

Mr. F. X. d'Almeida o. Castro (of Messrs. d'Almeida & Smith) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morell) for the defendant.

Mr. Goldring informed his Lordship that the question in the case was whether or not the date was statute barred. Obviously, on the face of the writ it was. Mr. Almada had since furnished the speaker with a document which he alleged was an acknowledgment that the claim was within the statute.

Mr. Almada—I say it is not statute barred.

Mr. Goldring—On the face of the writ it is, and the onus is on my friend to show that it is not.

Mr. Almada—I will prove to your Lordship that it is not. The claim is for goods sold and delivered on 2nd April and 30th June, 1908.

Mr. Goldring—My point is that the Chinese date on the writ is right, and the English date is wrong.

Mr. Almada said the account was delivered as far back as January 4th, 1908.

His Lordship—Are the dates on the writ right?

Mr. Goldring—No.

His Lordship remarked that the particulars in the writ gave the date as June 30th, 1907.

Mr. Almada said his client sold the goods in that year.

His Lordship—On the face of this writ the claim is statute barred.

Mr. Almada—I will prove to your Lordship that the defendant admitted the debt. It is a question of accounts.

His Lordship—When did he admit it?

Mr. Almada—On July 18th, 1910.

Mr. Goldring—The question is whether the documents on which my friend relies takes the date out of the statute.

Mr. Almada—I submit it was taken out of the statute by the admission of the defendant. After hearing the evidence his Lordship non-suited the plaintiff with costs.

## BOY SCOUTS FOR INDIA.

In the course of a leading article on this subject the *Englishman* (Calcutta) says—

It must have struck many that such an organization, if introduced into India, would be productive of the greatest good. Of course at the outset there would be the greatest difficulty caused by matters of class and caste.

At first, could only be overcome by entirely separate organizations. But so far as the European community is concerned their immediate duty lies with their own kith and kin. In Calcutta alone, there are an immense number of children, of British blood, some brought up under conditions of ease and space, but the majority living in slums, and without much hope in their lives. These boys will grow up into narrow and vicious men, unless they are taken in hand. It is true that all the schools do something, and some of them do a great deal, but we believe it is a fact that very few will do much of the good done by schools in the many cases where the home life and environment of the boys. And in any case, if the Scout movement has done so much good at home, how much more is it needed in India, where, however high the standard in certain families, the general environment is one of luxury and want of moral ideals. As has frequently been pointed out, there is a very hard time coming for the domiciled community in Calcutta. Indeed, it has already fallen upon their heads, and if the generation now growing up is not to go under before the stress of Indian competition, it must be nurtured and braced in every possible way. The failure of the domiciled, whatever some apologists may say, is not due to defective education alone, but to want of character, want of thrift, want of directness of purpose, and in too many cases want of real honesty. These are faults that the Boy Scout movement has corrected amongst children of the worst slums at home. It should be able to correct them amongst the children of the domiciled in India. These children are quick in imagination, quick to respond, and their very suppleness in youth makes them far easier material to work upon than the sometimes very sour boyhood of the British Isles. So far as the material in Calcutta is concerned the Scout movement is possible and very badly needed. At home, young men of wealth and education are giving their leisure hours freely to the movement. Local associations of all kinds help. The movement has the advice and sympathy of the clergy, officials, schoolmasters, and officers of both the services. Can nothing of this kind be done in Calcutta?

## THE BLUE BOOK ON TIBET.

The Tibet Blue-book covers the period from 1907 onwards, and concludes with an extensive correspondence on the present situation up to 4th May, 1910. The Tibetan ministers repeatedly requested the despatch of British officers to enquire into Chinese interference in the administration, and asked for an alliance similar to that between India and Nepal.

Sir Edward Grey despatched Mr. Max Muller on 8th April to inform China that Great Britain expects scrupulous respect for treaty obligations and will not allow administrative changes in Tibet to the prejudice of the integrity of Nepal, Sikkim, and Bhutan. "We are prepared," he says, "to protect their interests and also to press China to insist on friendly co-operation between its local authorities and our officers, since without such friendly relations, of which there has recently been a marked absence, friction between the two governments is certain."

Mr. Max Muller was also instructed to impress China with the inadvisability of locating troops in the vicinity of the frontier in numbers necessitating corresponding movements of the other side.

A letter from the India Office to the Foreign Office, dated 29th April, details the restrictions on the trade in Indian tea in Tibet, and intimates that Lord Morley proposes, if Sir Edward Grey has no objection, to authorise the Government of India to address the Tibetan Government thereon. Lord Morley telegraphed to the Viceroy on 4th May that the Tibetans should be definitely informed that there can be no interference between the Tibetans and China on the part of his Majesty's Government. Steps will be taken to enforce the Anglo-Tibetan and Anglo-Chinese conventions, but only a *de facto* government can be recognised. The Blue-book closes with a memorandum by the Viceroy, dated 4th May, announcing the cancellation of the trade monopolies in Tibet, against which the Legation protested as a breach of the Lhasa convention.

## SAFETY RECORDS IN TRAVELLING.

There are statistics and statistics. In the most disastrous accident-year it can easily be shown that an astonishing "mileage" remained immune from fatalities, but such a showing is not impressive. But it decidedly is impressive to learn that these or those great railroad systems have made extraordinary safety records.

What some systems can do by appliances, care, tests, discipline, other systems can do—and will be led to by popular demand.

The Pennsylvania Railroad, it appears, in the two years 1908-9 carried nearly 300,000,000 passengers on 24,000 miles of track without killing more than one passenger. Collisions and wrecks had been reduced through mechanical and human factors alike.

In the fiscal year 1909, 347 railroad companies achieved "no fatality" records as regards passengers, and twenty-one companies missed perfect immunity only by a single fatality each in train accidents.

The extraordinary safety records have been made not only by great up-to-date systems enjoying all the devices known to science and railroad engineering, but also by branch lines operated under conditions that are almost primitive.

The following table, giving records of entire immunity from fatalities to passengers for one or more years, up to six, has been prepared by the Bureau of railway news:

No. of Companies.	Miles of Line.
Six years, 1904-09	17 9,641
Five years, 1905-09	95 44,894
Four years, 1906-09	177 57,331
Three years, 1907-09	228 69,713
Two years, 1908-09	287 108,710
One year, 1909	347 159,687

It cannot be said that mere "luck" accounts for the best of these records. They betoken labour, expenditure, study, active measures of prevention. The roads that have less variable or creditable records should be prompted to emulate the example of those that are found on the roll of honour. We repeat what some can do. The roads that have too many accidents can improve their standing by "going to work" on the question.—*Chicago Record Herald.*

## NATIONAL LIFE AMONG ANTS.

To satisfy himself that something resembling national life existed among separate mounds of ants, Dr. Henry C. McCook, author of "Ant Communities," made observations among seven hundred ant-hills scattered over a space of fifty acres. A small oak branch covered with aphides and their attendant ants was placed upon a mound twenty rods distant. It was thought that if anything would incite to hostility it would be the intrusion of members of a separate community upon feeding grounds.

On the contrary, the ants, being called from the hill, came out and mounted the branch with the usual excited bearing and then mingled with its original occupants on friendly terms and began to feed quietly. A spade of earth was swiftly cut from the mound, and with the ants, cocoons, and broken cells thrown into a pile carried to a cone fifty rods distant. After the first sharp challenge the imported ants melted away into the general community as though at home.

From this Dr. McCook concludes "that among the myriads of creatures occupying more than one thousand seven hundred mounds there was a complete fraternity—if, indeed, they were not one mighty confederacy. Here was a republic which in the number of its separate states—for every mound was an independent community of ants—and in the multitude of its total population exceeded the most sanguine prophecy of the future of the American republic."

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Roon*, which left here on the 14th ultimo, arrived at Gona on the 11th inst. at 1 p.m.

The Austrian Lloyd's str. *Vorwarts* left Singapore for this port on the 10th instant p.m., and is due here on the 16th instant at daylight.

The N.Y.K. str. *Atsuta Maru* (European Line) left Shanghai for this port on the 12th instant, and is expected here on the 15th inst.

The N.Y.K. str. *Kiama Maru* (European Line) left Singapore for this port on the 12th instant, and is expected here on the 17th inst.

The C.P.R. Co.'s str. *Empress of Japan*, arrived at Nagasaki at 9 a.m. on the 12th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 9 p.m. on the 13th instant.

## WEIGHT AND GROSS OF "PREMIER."

SCOTCH WHISKY—just the same as you got at home in Scotland.—Adv.

## THE ROYAL ARMS.

WALES' DRAGON AND THE QUEEN-MOTHER'S FLAG.

[BY A. C. FOX-DAVIES.]

One of the very earliest duties of the Sovereign is to "declare" his arms, for until he has indicated his pleasure the new Great Seal cannot be engraved.

Already two points of interest have cropped up in connection with the royal arms. The one is the designing of a new "royal standard" for the Queen-Mother; the other is the claim that Wales shall have allotted to her the fourth quarter in the royal arms, and the Welsh dragon is put forward as a claimant to that coveted position to displace the duplicated lions of England.

There is also the perennial Scottish presumption, which reserves the order of the quartering.

With regard to the Queen-Mother, the difficulty can be easily surmounted. King Edward issued a warrant to her in his lifetime assigning to her the British royal arms impaled with those of Denmark and encircled with the Garter. Owing to the complexity of the Danish arms, this design is obviously unsuitable for representation upon a standard, and there is also the difficulty that no heraldic precedent exists for the use of an impaled coat on a standard. A standard represents one person and not a marriage. There is a very frequent Danish practice of augmenting a coat of arms by dividing the quarters of it by the cross of the Dannebrog. What could be more appropriate for a standard for Her Majesty Queen Alexandra than to so divide the quarters of the royal arms?

## THE WELSH CLAIM.

With regard to the Welsh claim, it should not be forgotten that the royal arms are not hereditary, but are absolutely and entirely governed by the personal pleasure of the Sovereign for the time being, and that should be clearly understood. They are within the prerogative, and it is somewhat of an impropriety on the part of Welsh members of Parliament to raise ultimatum about the dragon at the Prime Minister as if the King's arms—they are not the arms of the nation—were a Welsh Disestablishment Bill. Happily, up to the present time the royal pleasure has been declared on the lines of precedent and heraldic rule, and it is not very likely that King George will set both at defiance. I myself am a Welshman—proud of my nationality, proud of everything generally Welsh except certain Welsh politicians—but I happen to know something about heraldry, and speaking from the point of view both of precedent and heraldic law, there can be no question that it would be most improper to put the red dragon on the King's shields, and I hope it will not be done.

The dragon is not a coat of arms, but a badge. As a badge it has been declared as part of the sovereign's achievement by every sovereign. In the modern place, Wales has no arms, and never legally has had any. Wales was conquered and absorbed by England, and since that conquest has had nothing in the way of a separate existence. There is nothing to represent, or that could be represented, upon the name of Wales, for the King's arms are not geographical, but sovereign, the quarters thereupon representing the formerly separate sovereignties of England, of Scotland, and of Ireland now united.

## A SUGGESTION.

It would be rank bad heraldry to put the geographical arms of the Welsh counties on a level with the sovereignty of England (which includes Wales), of Scotland, or of Ireland. Lancashire has a far better claim to the fourth quarter than has Wales, for the Duke of Lancaster is the Duke of a sovereignty, which Wales is not, and never will be till it gets Home Rule.

But Wales has a very good case to put forward in another direction. The title of Prince of Wales is to be conferred shortly on the Duke of Cornwall. There is ample precedent, and it would be perfectly good heraldry, for a title to be assigned to the Duke of Cornwall to bear for his title of Prince of Wales, and if proper representations were made to the King that it would intensify greatly all of us who are Welsh if this were done when he is created Prince of Wales, I have very little doubt the King would accede to the request. It is much better to ask for something we have a chance of getting than to make a request which can but result in a refusal.

What I should like to see would be a warrant to the Prince of Wales to bear his arms as differentiated by his label as heir-apparent in the first and fourth quarters, the old arms borne by Llewellyn, and afterwards, assumed by Owen Glendower as the arms of Wales, to be borne for the title of Prince of Wales in the second quarter, and the arms of the Sovereign Duke of Cornwall in the third quarter. The red dragon's real place is where Henry VIII. placed it as a supporter and as a badge, and I hope one of the supporters of the Prince of Wales will be a dragon.

It is difficult to go to understand why the arms of Cornwall have never been marshalled with the royal arms of the Duke when it is remembered that they have rights of regality within the Duchy and draw nearly £80,000 annually from its revenues.

## SCOTLAND'S VERSION.

The important usage which prevails even upon Government stationery in Scotland, whereby Scotland is given the first and fourth quarters, England the second, and Ireland the third, needs to be suppressed or regularised. The Act of Union passed by both the English and the Scottish Parliaments provided that the arms of the United Kingdom should be as Her Majesty should declare. Queen Anne declared the impaled coat which was in use until the reign of George III., who substituted the quartering.

If George V. wishes the Scottish version to be used in Scotland he can regularise the matter by the issue of the necessary warrant, but, though there has been much talk in Scotland about the matter, King George III. and IV., William IV., Queen Victoria, and King Edward all refrained from so doing. If two people ride the same horse, one or other must go in front, and the proper heraldic place of Scotland is behind, unless Scotland can induce King George to provide an alternative horse.

Some years ago I went to a good deal of trouble in trying to enlist the assistance of the late Lord Linnithgow (then Secretary for Scotland) to get the Scottish practice regularised by the issue of the necessary warrant. He was greatly interested, but finally wrote me that he had to drop the matter because of the opposition he met with in Scotland.

There is one alteration in the royal arms for which I would plead for consideration. King Edward VII. I am informed, was strongly in favour of it, and very much inclined to make the alteration, only being dissuaded therefrom by official representations of the expense which any alteration would involve. King Edward wished—and I fancy it was his own idea—to add to his arms either the Colonies and overseas Dominions. We are the only country in the world which would ignore heraldically the glorious heritage of such an Empire as we have outside the United Kingdom.

Every little German State has quartering in its royal arms for each of its subsidiary divisions which give the titles of Count, Margrave, etc., to its ruler. The shields of Denmark, Saxony, Prussia, Saxe-Coburg, and Mecklenburg are gorgeous with history books in their wealth of heraldic animals. We on the other hand ignore the heraldic claims of India, Australia, Canada, New Zealand, and South Africa, all of which are self-governing. King Edward realised the omission. Too much of an artist to spell the simplicity of his arms by adding to it all the landscapes and other heraldic abortions which are included in the collection of colonial arms and giving one quartering for each, King Edward's idea was one device for the whole number—that is, the addition of a quartering to the arms of the Empire. The symbol of Empire has always been the eagle from the very beginning of symbolism, long before the days of heraldry.

Every other Empire save ours has had or has its eagle—the Holy Roman Empire, the Austrian, Russian, and French Empires, the present German Empire. Let us ask the King when he declares his arms to add to the quarters for his United Kingdom an eagle with wings outstretched, as eagle party poise, and purple for the golden West and purple East, grasping in its talons the anchor gales which we have planted all over the world by paying the price of Admiralty in the blood of the Empire's sons, and holding in its sinister claw in place of the orb, which other Imperial eagles carry, the terrestrial globe whose seas we hold in fee.—*Daily Express.*

## CALIFORNIA'S EXCLUSION POLICY.

The *San Francisco Chronicle* states the case for an Exclusion policy, which it regards as essential to the perpetuity of the political as well as the social status of the State, in these terms—

Our Eastern friends for the most part fail to realize the gravity of the question of racial labor on this Coast, or the danger, not only to our special standard, but to our national status, which would follow from the unrestricted immigration of Asiatics. The racial and economic results have been so thoroughly explained, and so often, that none who have given thought to the subject need further enlightenment. Labouring white men will not work with Asiatics, and if Asiatics are freely admitted the white men will either fight or leave. That may be all wrong, but it is a fact. With the admission of Asiatics it would be possible for a considerable time for owners of large ranches to cultivate fruit, beans and truck farms with labour of this kind. But it would be a short-lived baronage. The greatest of them would soon beat the mercy of the labour "bosses" and contractors, who are able and ruthless men. Whenever they get the power they use it. And the white man, whether land baron or labourer, has to go. It is first a lease and then a sale.

When the Japanese lease fruit farms, the adjoining farmers sell or lose as soon as possible. In any case they leave, and that although a Japanese farmer is as obliging, neighbourly and in some respects progressive as the American. The white farmer will not remain in an Oriental neighbourhood with its Oriental civilisation.

With unrestricted immigration within two generations all the Pacific Coast states would be Orientalized. And if that were accomplished economic conditions would almost certainly involve, not to mention the social, the decline of the Western states from the Union. The East could no more endure Asiatic competition from this Coast without a tariff barrier than our white working-men can endure the competition of Asiatic labour. It must be remembered that the second generation of Asiatics would be American voters—but they would be Asiatics still. And, while in the freedom from strenuous competition in this half-settled country, Orientals, and especially Japanese, tend in every respect to adopt American habits and standards, yet with the congestion which a generation or two would bring would come the reversion to the standard and habits which congestion has produced in Asia. But with that standard of life they would compete on our own soil, not as they have hitherto competed in Asia, with antiquated methods and hand labour, but with all the machinery and appliances which centuries have developed in the West and which Asiatics are appropriating and using with wonderful rapidity and skill by Oriental frugality and persistence. The Pacific Coast is the outpost of Western civilisation. Here is the first contact with the aggressive civilisation of the East. And we be to the American Republic if we are not heartily sustained by our main body at the East.

In another issue, the *San Francisco Journal* says—

The recent report of Labour Commissioner MacKenzie in which he urged the need of Oriental labor to further the fruit and assist in the development of California's resources, has been much discussed at the East and is properly generally accepted as conclusive evidence that there is a serious division of opinion in this State as to the propriety of excluding Asiatic immigrants.

There is absolutely no ground for this assumption. It is true that there are some who believe that the best interests of California are best served by perpetuating large land holdings, but vast majority of Californians are profoundly convinced that the State can never enjoy real prosperity until the big ranches are subdivided and pass into the hands of white settlers. The few who maintain a different view will be sure to change their opinion after a brief discussion of the subject in all its aspects.

It must not be forgotten that California has had an experience which completely demonstrates the fallacy of the assumption that there is a serious difference of opinion on this subject. There was a time when those who adhered to the idea which MacKenzie expressed in his report, that Oriental labor is absolutely necessary to the development of the State, were influential enough to persuade Congress to send an investigating committee to the Coast, which, after numerous hearings, made a report which left the impression on the public mind that the whole matter was settled. Immigration was instigated by a few agitators, and that the majority of the people really desired their presence because that believed they were essential to the development of the State.

The matter was finally settled by a referendum to the voters. On September 3, 1897, the people decided the question in a secret ballot, the result of which was 161,405 "against Chinese immigration" and only 658 "for."

We have not the slightest doubt that the outcome would be the same if the test were again applied. The people of California appreciate the danger of the situation and will not willingly submit to being submerged by an Oriental tide.

They also know that the State has made real progress since the large owners have been cutting up their holdings, and they are anxious to see the process continued, as it will be if they are unable to obtain serviceable labor to work their big estates under the "hona" system.

## COTTON GROWING IN CHINA.

An American Consul report says—

The delegate from Ching Pinghsien in Tientsin, who has been to the Shanghai provincial assembly has submitted to Governor Sun Bao-chi a comprehensive memorial concerning the cotton industry in his district.

After the experiments with American cotton had turned out so well and the people came to understand the new large cotton it was the duty of the Government as leader of the people to see to it that the industry was further developed. North-west Shantung and Southern Chihli are most suitable for American cotton. The fields which were formerly planted with short native cotton now yield ten times as much. So much cotton was harvested last year (autumn) that seeking a serious market for the cotton is seriously contemplated in East Shantung, Tientsin, and Hainan, Tainanfu, above all other cities, is suitable as a cotton market, because the general trade always looks more in the provincial capital which, by virtue of its road communications, is the centre of the trade. If the farmers continue to have such good harvests of foreign cotton and are given the opportunity to fix the price of the product then agriculture will flourish in these districts, cotton culture will extend over further territory and Shantung Province will be in a position to supply all the demands of its inhabitants for cotton.

More machinery is necessary to facilitate the growing of cotton. Expensive foreign guns should not be used. Tientsin Ching-chai, who is connected with the foreign settlements at Tientsin, has had his local industrial officials construct five guns after the old and tried Chinese pattern, which were leased to those places where much cotton was planted. Besides this, there have been a total of ten guns in operation in various cities. It is now seen, however, that these machines will not be sufficient for pulping and ginning the cotton.

For this reason, cotton gin companies should be formed, which would be of service to such places as lack the necessary machines. If the ginning were simplified and facilitated then the assured output of next year's cotton crop would be cared for, and, if under the supervision of the Government, good American seed were annually introduced for sowing in Shantung, it is predicted that the culture of foreign cotton would be very extensive in the plains to the north of the Hwangho.

## RUBBER ESTATE RETURNS.

The following table is published by the Singapore Free Press:

	June	July	Total
Allagar	3,500	—	14,900
Alor Pongu	2,000	—	5,000
Alma	700	—	1,900
Anglo-Malay	49,782	53,627	352,392
Ayer Kuning	—	—	833
Ayer Molek	—	—	5,077
Ayer Panas	500	—	900
Balagowie	9,175	—	51,957
Batak Rabit	—	1,335	1,335
Banteng	1,948	2,700	11,774
Batu Caves	13,034	—	56,077
Batu Tiga	7,698	—	37,491
Bertam	—	—	19,636
Beruas	—	—	40,202
Bikan	1,266	2,051	11,032
Brieh	900	—	1,400
Bukit Kajang	4,293	—	17,054
Bukit Rajah	28,812	—	205,895
Bukit Limang	3,800	3,800	21,270
Bukit Timah	779	624	1,566
Bukit K. B.	300	—	300
Carey United	11,800	—	51,050
Casfield	3,700	—	17,742
Changkat Sordang	3,329	3,658	19,976
Changkat Salak	950	1,100	3,491
Cleddy	—	16,000	65,671
Consolidated Malay	—	—	110,984
Caledonia	21,000	23,401	92,848
Chunor	630	—	630
Choromasse	2,112	2,223	5,845
Damansara	27,911	—	133,772
Edinburgh	6,400	—	35,750
Federated (Selangor)	28,670	—	49,028
F.M.S. Rubber	14,600	21,000	73,100
Gedong	1,853	1,735	11,438
Glenahol	3,867	—	15,102
Golden Hope	2,955	5,114	33,050
Golconda	—	—	58,334
Harpender	—	—	24,930
Heawood	902	—	1,809
High & Lowlands	37,471	39,266	288,823
Inch Kenneth	13,131	—	77,668
Jagra	10,024	11,758	107,054
Johong	19,300	—	51,068
Kayar Para	7,052	7,935	19,792
Kempsey	—	3,507	19,098
Kepong	—	—	10,534
Kota Tinggi	—	—	1,840
Kuala Klang	—	—	8,677
Kurus	2,076	—	2,076
Krian Rub. Est.	3,224	—	14,947
Kuala Lumpur	45,200	—	256,010
Labu	19,134	16,626	130,974
Lampun	37,793	—	181,711
Ledbury	9,544	—	32,632
Linggi	65,000	71,000	436,366
London Asiatic	12,520	16,025	77,777
Malacca Plant.	21,500	—	137,157
Merton	1,912	—	23,000
North Hummock	—	—	23,000
Nova Scotia	10,100	14,975	49,000
Pajuan	3,000	—	12,000
Patalang	27,448	27,428	179,179
Perak	3,570	—	18,000
Pegoh Plant.	—	571	47,000
Port Dickson	—	1,017	5,000
Ram	—	621	4,000
Ribia Rubbe	4,994	—	29,000
Rubun	12,500	16,500	72,000
Ratanui	1,575	1,850	7,000
Rubber Growers Assn.	3,981	—	15,000
Sengat	7,000	7,031	33,000
Selaba	5,886	6,750	33,000
Sungei Choh	4,600	—	21,000
Sungei Kapar	—	6,782	33,000
Sandycroft	—	16,085	168,000
Selangor	—	—	74,000
Seremban	34,081	38,635	215,000
Sembawang	271	535	25,000
Senawang	5,772	—	25,000
Shelford	7,901	—	52,000
Singapore & Johore	11,875	—	58,000
Singapore & Pahang	4,900	5,400	34,000
Straits Rubber	24,700	—	146,000
Sungei Selat	2,232	—	22,000
Sungei Way	6,232	—	1,000
Sungai Arang	635	—	1,000
Tali Ayer	13,100	13,500	70,000
Trafalgar	312	—	2,000
Trong	—	—	2,000
United Singapore	1,610	1,945	8,000
United Sumatra	4,510	3,710	21,000
Valambross	33,500	—	212,000

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates returns for which this list are inaccurate will help to make the list more useful. If you can help in this regard, please write to the Editor.]







## A Medical Officer



## Debility, Nervous Exhaustion

Certainly the absolute confidence of eminent doctors is evidence enough of the exceptional benefits imparted by Phosferine. Even doctors cannot do more to prove their confidence than by using Phosferine to remedy their own disorders. Could any proof be more definite, more convincing than the testimony of John Dodd, D.S.M., Medical Officer in the late South African War, who says: "After being shot through both lungs I was dangerously reduced, and I attribute it solely to Phosferine that I regained my usual health. I have proved the value of Phosferine in brain, nerve, and muscular exhaustion." This brilliant medical officer found Phosferine particularly serviceable for insufficiency of nerve force, and declares nothing was so suitable in combating fevers, chills, &c.

## Not possible now

John Dodd, D.S.M. (late of the Medical Staff, 5th Imperial Yeomanry, 1st Brigade, South Africa), Ladysmith House, Witton-le-Wear, writes:—"I have had considerable experience in the use of your invaluable remedy Phosferine, and it has proved particularly serviceable where there exists insufficiency of nerve force. This condition, often due to primary weakness, lays the system open to influenza, colds, neuralgia, rheumatism, indigestion, fevers, and in remedying this predisposition I have found nothing so suitable as your preparation. Phosferine invariably goes to the root of the mischief direct. The certainty of its action is moreover an estimable feature. In debility and kindred ailments, caused by a reduced system, it has unprecedented power, and in my own case I can bear evidence to its exceptional value, and am indeed greatly indebted to its wonderful restorative properties. During the late war in South Africa, I was shot through both lungs and pericardium and that reduced me most dangerously; after taking Phosferine for about two months it brought me back to my usual health. I attribute this solely to the use of Phosferine. I have advised Phosferine in several cases, and proved its value in brain, nerve, and muscular exhaustion."—March 11, 1910.

## PHOSFERINE

THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility  
Indigestion  
SleeplessnessNeuralgia  
Maternity Weakness  
Premature Decay  
Mental ExhaustionLassitude  
Headaches  
Brain-FagBackache  
Rheumatism  
Headache  
Hysteria

and all disorders consequent upon a reduced state of the nervous system.



## The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family  
H.M. the Emperor of Russia  
H.M. the King of Spain  
H.M. the King of Greece  
And the Principal Royalty and Aristocracy throughout the World.  
Proprietors: Ashton & Parsons, Ltd., La Boffe Sauvage, Ludgate Hill, London, England.  
Price in Great Britain, bottles, 1/4, 2/6 and 4/6. Sold by all Chemists, Stores, &c.  
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## SCIENTIFIC MISCELLANY.

## THE SOCIAL STIMULUS.

The effort of ambition, rivalry and the like on human effort has been long recognized, but modern psychologists have noted a more subtle stimulus in mere companionship. The individual becomes quite transformed when in a group. His work is done quicker and better; this is true not only of adults but of children, whose study at home has been shown by tests to be inferior to that done in the class-room. The mysterious influence is apparent even in lower animals. In testing the responses of the nervous system of the dog, Mosso found that the presence of the master in the room affected the result; and in experiments on dogs at Harvard University the presence of the experimenter had marked effect. This social stimulus, it is declared, colours everything. Prisoners seek it in pathetic way by making pets of mice and flies; and children have social instincts so strong that if unfortunately isolated they are apt to create imaginary companions and to live in a dream world of society. These facts have important bearing on other problems besides those of teaching, with which they are considered by Prof. W. H. Burnham, of Clark University.

## A STREET CAR RECORDER.

The electric recorders used by Berlin traction companies for two or three years have effected important economies, although costing \$100 each, while requiring 13 extra employees for 3,000 conductors. The apparatus is a clock that automatically stops and starts with the car. A definite time is allowed for the round trip, and if the record shows too much loss from stops, motorman and conductor are given fresh training, and are discharged if no improvement follows. The new device has led to an increase of 10 per cent. in speed, with a decrease of 20 or 30 per cent. in repairs of motors and brakes.

## THE POISONS OF SOILS.

The exhaustion of soils is now understood to be due in part to plant poisons formed, and the United States Department of Agriculture is seeking to gain some knowledge of these substances. So far four new crystalline organic compounds have been described—one quite injurious to wheat seedlings and a second somewhat harmful—and a number of others have been isolated.

## NUMBER OF ANIMALS.

Considering the number of species of animals, A. E. Shipley, in a British Association paper, has pointed out that most species of large animals—especially of mammals—are probably now known, but that insects and small animals in general still offer a vast field for exploration. A few years ago, Guenther showed that the number of known species of all kinds had increased from 73,598 in 1830 to 311,653 in 1881. In the half century, the known species of mammals had grown from 1,200 to 2,300; birds, from 3,600 to 11,000; reptiles, 543 to 2,400; fishes, 3,500 to 11,000; mollusks, 11,000 to 33,000; moss animals, 40 to 120; crustacea, 1290 to 7,500; arachnids (spiders, etc.), 1,068 to 8,070; myriapods (centipedes, etc.), 450 to 1,300; insects, 49,100 to 220,150; echinodermata) sea urchins, starfishes, etc.), 230 to 18,043; worms, 372 to 6,070; coelenterata, 500 to 2,200; foraminifera, 50 to 400; and protozoa, 305 to 3,500. The new species discovered since 1881 have probably averaged 12,000 annually, making the total number now known more than 600,000. The insects were estimated by Sharpe in 1895 at a quarter of a million species, and he concluded that ten times as many remained to be found.

## ELECTRICITY FROM HEAT.

The new thermopile known as the Davidson thermo-generator has copper-antimony couples, each consisting of a vertical copper tube, to the top of which is soldered a flat strip of antimony, which passes horizontally inward and then vertically downward around a porcelain-like block. Using 50 couples connected in series, the copper tubes are arranged in two parallel rows of 25 each, with the antimony strips approaching one another at the top. Running the whole length of the apparatus directly under the antimony strips is a burner, with a number of jets for gas or alcohol vapour, and the white blocks retain the heat. Heating one minute gives full current, which may reach 3 amperes at 4 volts. The generator may be used hours continuously, and takes the place of dry batteries for a medical lamp, a fan, or other purposes.

## A BIG LIGHT.

The most powerful street lamp in the world, the high pressure gas lamp lately set up opposite the Aldwych Skating Rink in London, emits a light of at least 4,500 candle-power. This is three times the candle-power of any other gas-light in England, more than ten times that of a powerful arc lamp, and nearly 300 times that of the ordinary incandescent lamp.

## CALCIUM CARBIDE Cakes.

The "Carbio" cakes made in Yorkshire are designed to give improved lighting by acetylene, and consist of a mixture of granulated calcium carbide, sulphur and sugar compressed into cylindrical masses. The carbide being surrounded by a protective covering that is proof against dampness of the air, decomposition takes place only in contact with liquid moisture. The surface reached by the water is only part carbide, and the acetylene is not evolved at the usual excessively high rate, but is given off more gradually and evenly. The lime formed falls away freely. In the special generators, the carbide cakes are suspended in a cage, and the pressure that forces water up to them is governed by the gas itself, so that generation is automatically adjusted to consumption. A feature of the system is the washing of the gas by passing through water and its purification by chemicals. The cakes save waste and make handling easier, and the purity of the gas and regularity of pressure give a clear white flame, that is free from haze and does not clog the burner.

## SUCCESSFUL PLATING OF ALUMINUM.

A practical method of electro-plating aluminum is claimed by a Berlin firm, and durable plated aluminum ware is expected to become common in the near future. In the many previous attempts, the plating has peeled off in a short time. This has been found to be due to the presence of a film of oxide on the aluminum, and a simple process of removing this has ensured the production of good and permanent coatings. Some plated aluminum spoons were boiled eight hours in strong caustic soda solution, then allowed to remain in the cold solution 36 hours more. Protected by the plating, the spoons were unharmed, but in spots intentionally left uncovered the aluminum was completely eaten away. It is estimated that this test is about equivalent to washing household articles with soda, etc., for 18 months to two years.

## INTENSITY OF OUR SUN AND OTHERS.

The light of the sun has been estimated by M. Nordman, a French physicist, to equal 319,000 standard candles for each square centimetre of its surface. Vega and Sirius were found to have the great luminosity of 6,000,000 candles per square centimetre, but, on the other hand, reddish Aldebaran has a brightness of only 22,000 candles, and Rho Persi has a dimness as low as 4,000 candles.

## ELECTRICITY IN MANCHURIA.

There is an interesting note in Vice-Consul Paton's report from Dairen on the progress of electricity in Manchuria. At Dairen, where there is at present a supply of power of 1,500 kilowatts, of which 400 are required for the electric tramway, it appears that the supply is not as yet equal to the demand, and applications for installations continue to be refused; but with the addition of 2,000 kilowatts in the course of 1910 the power-house should be able to meet all calls. The number of lights has now reached 16,000. Of the machinery added in 1909 and to be laid down in 1910, the generators and engines are of American make, while the boilers, rotary converters and steam condensers have been obtained in the United Kingdom. At Changchun a plant was laid down last year, and the settlement was to be lighted from the beginning of 1910. At Mukden there is to be a further extension in 1910, and the engine, boiler and dynamo have all been ordered from the United Kingdom. The lamps used by the company throughout are of German make, the fittings being supplied locally. The tramway system in Dairen was completed and opened in September, 1909, the total length of the track being 14 miles. The rails and 40 of the cars came from the United Kingdom, and 10 cars were made in Japan, while the motors, wires and poles were supplied by Germany. An extension of 3½ miles may be made this year.

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OilFOR THE HAIR  
Is the Best Preparation you can use.  
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BECAUSE without it the hair becomes dry, thin and brittle, and this is the nearest approach to the natural oil in the hair, the loss of which causes baldness.

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## WHY BE BALD?

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## UNIVERSAL "HARLENE HAIR DRILL."

"Harlene Hair-Drill" is now the vogue. "Harlene Hair-Drill" is not a mysterious process. It is a scientific method of treating the scalp. It is, of course, the unhealthy scalp that causes the hair to fall out or become weak, dry, or brittle. The scalp requires loosening, so that the blood may circulate freely and generally feed the roots of the hair and distribute health. Why should men be bald and women lose that rich blessing which is their birthright—their beautiful, profuse hair? But loosening the scalp is not sufficient. The roots of the hair, which have so long been throttled, so to speak, and which have been denied the sustenance which the blood affords, must be nursed back to life, stimulated, and re-invigorated. Every thinking person should realize the cause of the trouble, and it will then be easy to see that Edwards' "Harlene" is the direct and only sensible remedy. Its composition is such that it feeds the hair roots, nourishes them, and invigorates them. "Harlene Hair-Drill" loosens the scalp, causes the blood to flow, and so with the application of Edwards' "Harlene" the hair is given a new lease of life. Messrs. Edwards, the proprietors of the famous "Harlene," which has for so many years done a great deal to check the alarming increase of baldness, and to check hair troubles generally, desire to spare no expense to convince the public that Edwards' "Harlene for the Hair" can do what they claim for it; with this object in view they are distributing a free outfit sufficient for one week's trial.

The outfit comprises:  
(1) An instruction book that fully describes the nature of the hair and the cause of hair troubles. It is illustrated, and will be found not only interesting, but instructive. It fully explains the "Hair-Drill," and the instructions are simple and concise.

(2) A Trial Bottle of Harlene. This trial bottle contains sufficient Harlene for the scalp and hair to carry out the week's hair drill with thoroughness. Remember this is a free trial. The outfit will be sent on receipt of the coupon below. Three penny stamps must be enclosed for postage, although if the package is called for, there will be no charge whatever.

Further supplies of Harlene may be obtained from all chemists at 1s. 2d. 6d. and 4s. 6d. per bottle, or will be sent, post paid, on receipt of Postal Order (which must include postage) from the offices of Edwards' Harlene Company, 95-96, High Holborn, London, W.C.

To Messrs. EDWARDS' HARLENE Co.,  
95 & 96, High Holborn, London, England.

Sirs—I desire to try your offer of one week's "Harlene Hair Drill" and accept your free trial offer of instruction and supply of "Harlene."  
I enclose 3d. for postage or carriage to any part of the world.

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Cured by Dr. Morse's Indian Root Pills.

That torturing and disfiguring disease has its cause in an impure condition of the blood. The impure condition of the blood often arises from a diseased condition of the stomach and allied organs of digestion and nutrition. When digestion is imperfect the nutrition of the body is inadequate to its needs. The blood becomes thin, poisons accumulate in it, and these poisons often manifest themselves in some eruptive disease. Dr. Morse's Indian Root Pills cure diseases of the stomach, and other organs of digestion and nutrition. They eliminate poisonous substances from the blood, purifying it, and increasing its quality and richness. They get at the cause and cure perfectly diseases of the blood, and other complaints which originate in a disordered stomach.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Salivary Complications, Liver and Kidney Troubles, Piles, Pimples, Boils, and Blotches, and for Female Ailments.

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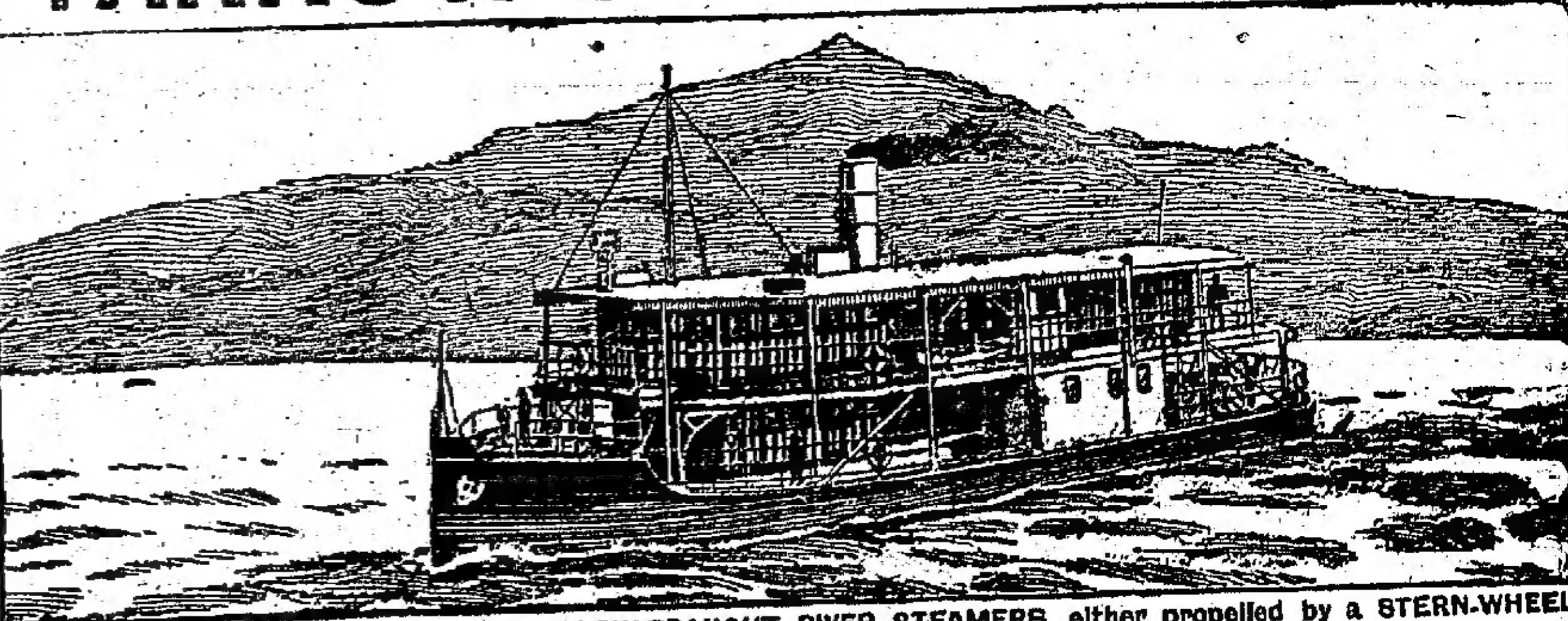
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1 Duchesse Toilet Set of Six Lace Covers. POSTAGE PAID 22/6.  
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2 White Damask Table Cloths, 2½ yds. by 2 yds. and  
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[512]



**CHATS WITH CRICKETERS.**  
(BY ANDREW LANG).

Woe is me for the Gentlemen of England! for the sons of the Leroccs who, as Captain Seamus wrote in the opening of the *Pall Mall Gazette*, "swept the plain at Waterloo, and broke the line at Trafalgar." Weep, shades of his Grace the Duke of Dorset, and Lord Frederick Bunsen, for the glory is departed: "The cost of arms of the Squeezers is torn, and their sun has gone down beneath the Western wave." The plebeian Hint and Rhodes and Smith and Fielder have overcome the amateur Smith, and Posters twin, and Hooman and Le Gouter.

How very small does the Gentlemen and Plebeian match make Cambridge look! I like tabulated forms, and construct one thus:

*Amicus Cambricæ.*

Mr. Hoeman..... 64  
Mr. Le Conteur..... 160  
*Against the Players.*  
Mr. Hoeman..... 0  
Mr. Le Conteur..... 23 (out)..... 0  
At the Oval Hobbs was heard to observe that Mr. Le Conteur should now be styled Mr. Le Conteur, so costly was his bowling; at least, if Hobbs did not say this, somebody did. However, he failed to be fair to the batsmen, they bowled well at Lord's. Mr. Foster has a very versatile career, and is very fast, considering he does not take a run of twenty-two yards. He cannot the slow wicket did not suit Mr. Knox, for he got not one wicket, though he kept very straight, and his pace struck terror and inspired respect in the spectator. Mr. Smith's left-hand slow bowling

needed a great deal of playing; Mr. Le Contour confuted the French pun on his name; but, on the other side, Fielder and Smith needed more playing than they got, and Hirst's balls are said to have swerved like the boomrangs of the Barkins, and other aboriginal tribesmen of Australia. We do greatly miss not only Mr. W. O. Grace, but Mr. Jackson, Mr. Fry, the Jani, Mr. Jessop, and other heroes of the bat. Of old the Gentlemen very seldom won, let us hope that their day may come again, perhaps Mr. Fowler and Mr. Steel, of Eton, will soon lead them to victory. *Floreat Eton!*

Meanwhile it is pleasant to look into the storied past through Mr. Bettessworth's "Chats on the Cricket Field," with veterans, a book published at the office of *Cricket*. In 1897 Mr.

The Bishop was still very tall and broad, a heroic figure of a man. He seemed reserved, but seeing me look at a photograph of some old match he opened out, and walking into the an-

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TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876; with Additional Articles—Opium Convention, 1858; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1895; Weihaiwei, 1895; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1859; Convention, 1900; Tientsin, 1895; Conventions, 1898, 1897, and 1898; Frontier Trade Regulations.

United States—Tientsin, 1858; Additions, 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1890; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1855; Lisotong Convention, 1855; Commercial, 1893; New Port, 1896; Supplementary Commercial, 1906.

Russia—St. Petersburg, 1891; Russian Land Trade, 1891.

Portugal, 1893; Commercial Treaty, 1894.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention, Russia, Agreements as to Corea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1893; Great Britain, 1885.

TREATIES WITH SIAM

Great Britain, 1856, 1899 and 1909, France, 1880 and 1904; Japan, 1883; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention 1899.

CUSTOMS TARIFFS

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TO-DAY  
3.30 P.M.—Extra Meeting of the Hongkong Gymkhana Club, at Happy Valley.

**FORTHCOMING EVENTS.**  
Monday, 15th August—Auction of Crown Land at Public Works Dept., 3 P.M.  
Tuesday and Wednesday, 16th and 17th Aug.—Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 A.M.  
Saturday, 20th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

## SHIPPING.

**ARRIVALS.**  
ANNU, British str., 12th August—Canton.  
BENGLUR, British str., 2,679, Y. McMillan, 12th Aug.—Kutchin 4th Aug. Ballast—Gibb, Livingston & Co.  
CHITVEN, Chinese str., 12th August—Canton.  
ESANG, British str., 12th August—Canton.  
GLENCOLE, British str., 2,399, W. H. Paddle, 12th August—Bangkok and Singapore 7th August, General—Seang Tack Hong.  
HAIKUN, British str., 941, A. H. Stewart, 12th August—Swatow 14th August, General—Douglas, Lapraik & Co.  
KAIFONG, British str., 987, J. Warrack, 11th August—Cebu 5th and 10th 8th August, General—Butterfield & Swire.  
SCANDIA, German str., 4,506, W. v. Dohren, 12th Aug.—Fochow 10th Aug., General—Hamburg-America Linie.  
SOSHU MARU, Japanese str., 1,803, K. Saka, 11th August—Kobe 2nd and Moji 4th August, General—Osaka Shosen Kaisha.  
TEAN, British str., 1,336, A. W. Osterbridge, 12th August—Manila 9th Aug., General—Butterfield & Swire.  
WAISHING, British str., 12th August—Canton.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
12th August.  
Bencouch, British str., for Kolsching.  
Chih, British str., for Cebu.  
Chuan, American str., for San Francisco.  
Daigi Maru, Japanese str., for Kobe.  
Esang, British str., for Shanghai.  
Hanchow, British str., for Tientsin.  
Ischia, Italian str., for Singapore.  
Loyal, German str., for Hongkong.  
Mathilde, German str., for Haiphong.  
Rubi, British str., for Manila.  
Waishing, British str., for Hongkong.

## DEPARTURES.

12th August.  
HAIKUN, British str., for Swatow.  
PENANG, British str., for Manila.  
PENANG, German str., for Bangkok.  
SHANGHAI, British str., for Saigon.  
TUMAH, Dutch str., for Batavia.  
YATSHING, British str., for Bangkok.  
YUENSANG, British str., for Manila.  
ZWEENA, British str., for Samarang.

## SHIPPING REPORTS.

The British str. Hainan reports: Light variable and cloudy rain.  
The British str. Glenyle reports: Strong monsoon, weather fine and clear.  
The British str. Kaitang reports: From Cebu to Verde Island, passage moderate, variable wind; thence to Hongkong, fresh S.W. wind, moderate sea and dull cloudy weather with frequent rain squalls.

## VESSELS IN DOCK.

August 12th.  
KOWLOON DOCK—Hainan, Gloria, Paul Ben, H.M.S. Taku, San Juan, Cowrie.  
TAIKOO DOCK—Union, Simungan, Yochow.

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LONDON, HULL & ANTWERP	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, HULL & ANTWERP	SAMBHA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 10th Sept.
LONDON, HULL & ANTWERP	SCANDIA	Ger. str.	k. w.	v. Dehren	HAMBURG-AMERICA LINE	To-day.
LONDON, HULL & ANTWERP	SLAVONIA	Ger. str.	k. w.	Foster	HAMBURG-AMERICA LINE	On 20th inst.
LONDON, HULL & ANTWERP	SPERIA	Ger. str.	k. w.	Foss	HAMBURG-AMERICA LINE	On 10th Sept.
LONDON, HULL & ANTWERP	POLYESSEN	Ger. str.	—	Bruno	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
LONDON, HULL & ANTWERP	INDIAN	Dut. str.	—	Wm. Thomson	MELCHERS & Co.	On 16th inst.
LONDON, HULL & ANTWERP	ATSUTA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
LONDON, HULL & ANTWERP	HITACHI MARU	Jap. str.	—	Bahle	NIPPON YUSEN KAISHA	On 31st inst., at D'light
LONDON, HULL & ANTWERP	SAXONIA	Ger. str.	k. w.	T. Murai	HAMBURG-AMERICA LINE	On 14th Sept., at D'light
LONDON, HULL & ANTWERP	MIYAZAKI MARU	Jap. str.	—	F. v. Bieser	MELCHERS & Co.	On 24th inst., at Noon.
LONDON, HULL & ANTWERP	PRINZ LUDWIG	Ger. str.	—	E. Radonich	SANDER, WIELER & Co.	On 27th inst., P.M.
LONDON, HULL & ANTWERP	SILESIA	Aut. str.	—	Lorenzen	DODWELL & Co., Ltd.	About 26th inst.
LONDON, HULL & ANTWERP	BAERNAE	Brit. str.	—	—	CARLOWITZ & Co.	About 17th inst.
LONDON, HULL & ANTWERP	ALBENGA	Brit. str.	k. w.	—	DODWELL & Co., Ltd.	About 3rd Sept.
LONDON, HULL & ANTWERP	MONTAGLO	Brit. str.	2 m.	H. E. Dowall	CANADIAN PACIFIC R. Co.	On 16th inst., at Noon.
LONDON, HULL & ANTWERP	REDBILL	Brit. str.	—	—	DODWELL & Co., Ltd.	On 23rd inst.
LONDON, HULL & ANTWERP	REDBILL	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 23rd inst.
LONDON, HULL & ANTWERP	EXPRESS OF CHINA	Brit. str.	1 m.	S. Ishikawa	NIPPON YUSEN KAISHA	On 27th inst., at 6 P.M.
LONDON, HULL & ANTWERP	AWA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
LONDON, HULL & ANTWERP	TAMBA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHEN KAISHA	On 16th inst., at 4 P.M.
LONDON, HULL & ANTWERP	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 7th Sept., at Noon.
LONDON, HULL & ANTWERP	KIYO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 25th inst., at Noon.
LONDON, HULL & ANTWERP	PRINZ WALDEMAR	Ger. str.	—	F. Isoko	MELCHERS & Co.	To-day, at 5 P.M.
LONDON, HULL & ANTWERP	TAIWAN MARU	Jap. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
LONDON, HULL & ANTWERP	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
LONDON, HULL & ANTWERP	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 30th Sept., at Noon.
LONDON, HULL & ANTWERP	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
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LONDON, HULL & ANTWERP	TUJILATAP	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 16th inst., at Noon.
LONDON, HULL & ANTWERP	CHEONGSHING	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
LONDON, HULL & ANTWERP	ESANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight
LONDON, HULL & ANTWERP	ANHUI	Brit. str.	1 m.	F. Wheeler	MESSAGERIES MARITIMES	On 15th inst., P.M.
LONDON, HULL & ANTWERP	VILLE DE LA CROIX	Brit. str.	—	Y. Nomura	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Noon.
LONDON, HULL & ANTWERP	TOKA MARU	Jap. str.	—	S. Barham	NIPPON YUSEN KAISHA	On 17th inst.
LONDON, HULL & ANTWERP	ARABIA	Brit. str.	—	P. & O. S. N. Co.	—	About 18th inst.
LONDON, HULL & ANTWERP	VORWAERTS	Brit. str.	—	SANDER, WIELER & Co.	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
LONDON, HULL & ANTWERP	POULSANG	Brit. str.	—	F. Prosch	MELCHERS & Co.	On 19th inst., at Noon.
LONDON, HULL & ANTWERP	BUELOW	Ger. str.	—	D. C. Gregor, K.M.R.	MELCHERS & Co.	About 24th inst.
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LONDON, HULL & ANTWERP	TRANQUER	Dut. str.	—	A. Pander	MELCHERS & Co.	End of Sept.
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LONDON, HULL & ANTWERP	SOSHU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
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LONDON, HULL & ANTWERP	HUTCHOW	Brit. str.	1 m.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 17th inst., at 4 P.M.
LONDON, HULL & ANTWERP	HAIKUN	Brit. str.	2 h.	R. Rodger	DOUGLAS LAPRAIK & Co.	On 19th inst., at 10 A.M.
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LONDON, HULL & ANTWERP	TEAN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	To-day, at Noon.
LONDON, HULL & ANTWERP	LOONGSANG	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 P.M.
LONDON, HULL & ANTWERP	ZAFIRO	Brit. str.	—	P. H. Rolfe	SHEWAN TOMES & Co.	On 20th inst., at Noon.
LONDON, HULL & ANTWERP	YUENSANG	Brit. str.	—	M. Mathies	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
LONDON, HULL & ANTWERP	CHIHLE	Brit. str.	1 m.	F. Semhill	BUTTERFIELD & SWIRE	To-day, at Noon.
LONDON, HULL & ANTWERP	KAIFONG	Brit. str.	1 m.	G. F. Parsons	MELCHERS & Co.	End of Aug.
LONDON, HULL & ANTWERP	BORNEO	Ger. str.	—	G. F. Hudson	NIPPON YUSEN KAISHA	On 23rd inst.
LONDON, HULL & ANTWERP	BINGO MARU	Jap. str.	—	Bradley	DAVID SASSON & Co., Ltd.	On 16th inst., at Noon.
LONDON, HULL & ANTWERP	CATHERINE APCAR	Brit. str.	—	H. Koops	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
LONDON, HULL & ANTWERP	KUTSANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON, HULL & ANTWERP	TYKINI	Dut. str.	—	—	—	—

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
MANILA, YAP, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,100	Saturday, 13th Aug., at 5 P.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	6,000	About 23rd August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	18,300	Wednesday, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	16,900	About 24th Aug.
KUDAT and SANDAKAN	"BORNEO"	5,059	End of August.

\* Fitted with wireless Telegraphy New System of Telefunken.  
For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 12th August, 1910.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDBILL	3,889	H. E. Dowall	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
ATYMERIC	4,562	J. Boyd	20th November.

\* Calling at Amoy and Keelung if sufficient inducement offers.  
These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Queen's Buildings.  
Hongkong, 10th August, 1910.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FOURTEENTHLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"V. DE LA CROIX"	On 15th Aug., P.M.
MARSEILLES VIA PORTS	"POLYNESE"	On 16th Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 29th Aug., P.M.
MARSEILLES VIA PORTS	"AUSTRALIAN"	On 30th Aug., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For further Particulars, apply to—

P. THOMAS, AGENT,  
Queen's Building.

Hongkong, 5th August, 1910.

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" ... Tuesday, 16th Aug.	"EMPRESS OF BRITAIN" ... Fri., 23rd Sept.
"EMPRESS OF CHINA" ... Sat., 27th Aug.	"ALLAN LINE" ... Friday, 14th Oct.
"EMPRESS OF JAPAN" ... Sat., 17th Sept.	"EMPRESS OF IRELAND" ... Fri., 4th Nov.
"MONTEAGLE" ... Tuesday, 28th Oct.	"EMPRESS OF CHINA" ... Sat., 5th Nov.
"EMPRESS OF CHINA" ... Sat., 5th Nov.	"EMPRESS OF IRELAND" ... Fri., 2nd Dec.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate (on Steamers) ... £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

**THE Company's Steamship**  
"VORWAERTS,"  
Captain B. Bednary, will leave for the above places on FRIDAY, the 19th inst.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and a stewardess. For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Princo's Building.  
Hongkong, 12th August, 1910. [3]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"DEVANHA,"  
Captain Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 20th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MARMORA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "OCEANA," due in London on the 2nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 8th August, 1910. [1]

## "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

## THE Steamship

"CARMARTHENSHEIRE,"  
Captain Daniel, will be despatched as above on or about 20th inst.

This Steamer has excellent accommodation for first Class Passengers at Cheap Rates, is fitted with Electric Fans in State Rooms and carries a Doctor and Stewardess.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 18th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 20th Aug.	See Special Advertisement.
SHANGHAI, MOJI, KOBE	SYRIA	About 25th Aug.	Freight and Passage.
and YOKOHAMA	Capt. D. C. Gregor, R.N.R.		

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 12th August, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU	"CHITLI"	On 13th Aug. Noon.
SHANGHAI	"ANHUI"	On 14th Aug. 4 P.M.
LOILO & CEBU	"KAIPO"	On 15th Aug. 4 P.M.
MANILA	"TEAN"	On 16th Aug. 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	On 17th Aug. 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHEVAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.  
FARE, \$45 SINGLE and \$80 RETURN.  
For Freight or Passage apply to—  
HONGKONG, 13th August, 1910.  
BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW & Ningpo	"ESANG"	Saturday, 13th Aug. Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 16th Aug. Noon.
TIENTSIN	"CHEONGSHING"	Tuesday, 16th Aug. Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 19th Aug. Noon.
MANILA	"LOONGSANG"	Friday, 19th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 20th Aug. Noon.
MANILA	"YUENSANG"	Friday, 26th Aug. 4 P.M.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.  
The Steamers "KUTSANG", "NAMKANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
Telephone No. 215, Sui. Each. 4.  
For Freight or Passage, apply to—  
HONGKONG, 13th August, 1910.  
JARDINE, MATHESON & Co., LTD., GENERAL MANAGER.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW

AND RETURN.  
Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 16th Aug. at 10 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 19th Aug. at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd Aug. at 10 A.M.

## FOR SWATOW AND RETURN.

"HAIMUN" Capt. A. H. Stewart { SUNDAY, 14th Aug. at 10 A.M.  
WEDNESDAY, 17th Aug. at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.  
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 13th August, 1910.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"INDIEN"	On 16th August.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	End of September.

For Further Particulars apply to  
HONGKONG, 13th August, 1910.

MELOHERS & CO.,  
AGENTS.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,  
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMERS	TONS	SAILING DATES.
S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUTO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 6th July, 1910.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP. via SINGAPORE, PENANG, COLOMBO and PORT SAID	ATSUTA MARU Capt. Wm. Thomson, 9,000		WEDNESDAY, 17th Aug., at Daylight
	HITACHI MARU Capt. N. Mathison, 7,000		WEDNESDAY, 31st Aug., at Daylight
	MIYAZAKI MARU Capt. T. Mura, 9,000		WEDNESDAY, 14th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. H. Hordahl, 7,000		SATURDAY, 10th Sept., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 16th Aug., at 4 P.M.
	AWA MARU Capt. S. Ishikawa, 7,000		TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000		FRIDAY, 2nd Sept., at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 30th Sept., at Noon.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. Y. Nomura, 6,000		WEDNESDAY, 17th Aug.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope, 9,000		THURSDAY, 18th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. G. Parsons, 7,000		TUESDAY, 23rd August.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WEDNESDAY, 31st Aug., at Noon.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

— Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER. [13-125]

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Kögler	Manila	On 13th Aug. Noon.
ZAFIRO	2540	A. Fraser	Manila	On 20th Aug. Noon.

For Freight or Passage apply to  
HONGKONG, 1st August, 1910.  
SHEWAN, TOMES & Co.,  
General Managers. [12]

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ALESIA	26th Aug.
S.S. AMBRIA	8th Sept.

Further Particulars, apply to—

HONGKONG, 6th August, 1910.

### HOMeward.

FOR HAVRE & HAMBURG:	S.S. SCANDIA	13th Aug.
FOR HAVRE & HAMBURG:	S.S. SLAVONIA	20th Aug.
FOR Marseilles & HAMBURG:	S.S. SAKONIA	31st Aug.
FOR HAVRE & HAMBURG:	S.S. SPEZIA	10th Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SAMBIA	10th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office. [11]

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND  
RAILWAY AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,176	WEDNESDAY, 7th Sept., at Noon.
	"PANAMA MARU" Capt. T. Ogata	6,059	WEDNESDAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	MONDAY, 15th Aug., at Noon.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. H. MURAYAMA	WEDNESDAY, 17th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for THE NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers—"CHOSHUN MARU" and "BUSUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,  
MANAGER

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—  
16, DES VŒUX ROAD,  
HONGKONG.

Japan Office:—  
32, WATER STREET,  
YOKOHAMA.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

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## VESSELS EXPECTED.

THE FRENCH MAIL.  
The M.M. str. *Ville de la Ciotat*, with the French Mail of the 17th ultimo, and mails from London of the 16th ultimo, left Saigon on the 11th instant, at 6 p.m., and is expected to arrive here on Monday morning, the 15th inst.

THE INDIAN MAIL.  
The Indo-China str. *Fookang* from Calcutta and the Straits left Singapore for this port on the 10th instant.

THE CANADIAN MAIL.  
The C.P.R. Co.'s str. *Empress of China* arrived at Kobe at 2 p.m. on the 11th instant, and left again at midnight same day for Shanghai, where she is due to arrive at 5 a.m. on the 15th instant.

THE AMERICAN MAIL.  
The T.K.K. str. *Chiyo Maru*, from San Francisco, will leave Yokohama en route to Hongkong on the 9th inst., and will arrive on the 19th inst.

The P.M. str. *Asia* sailed from San Francisco on the 26th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 23rd inst.

MERCANTILE STEAMERS.  
The I.G.M. str. *Prins Waldemar* left Kobe on the 7th inst., at 8 a.m., and may be expected here to-day a.m.

The Mogul Line str. *Lothian* left United Kingdom on the 10th ultimo for Hongkong via Straits.

The Mogul Line str. *Pathan* sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.

The "Ben" Line str. *Bendora* from Leith, Middlesbrough and London, left Singapore on the 10th instant for this port.

The T.K.K. str. *Kiyo Maru* from South American and Mexican ports, arrived at Yokohama on the 25th ultimo, and is due to arrive here on or about the 16th instant.

The Indo-China str. *Kensang* left Calcutta for the Straits and Hongkong on the 6th inst., and is due here on or about the 21st instant.

## PASSENGERS.

ARRIVED.

Per *Kaiyong*, from Cebu, &c., Mr Geo. Borro.  
Per *Tean*, from Manila, Mr Walsh, Miss Folchard, Mrs Mahon and infant, Mr and Mrs Knowles and infant, Mr Freeman, Mr Ruseu, Mr and Mrs Gibson, Mr S. R. Boyanjee, Mr V. Beyanjee, Mr Mouler, Mr Olsen, Mr Johnson, Mrs Fee and servant, Mrs Fee, child and infant, and Mr Dugan.

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### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Ville de la Ciotat*, with the French mail of the 15th July, left Saigon on Thursday the 11th inst., at 6 p.m., and may be expected here to-morrow, p.m.  
The *Chenan*, with the Siberian mail, is due to arrive at this port to-morrow.

FOR	PER	DATE
Manila	Rubi	Saturday, 13th, 10.00 A.M.
Ningpo and Shanghai	Esang	Saturday, 13th, 10.00 A.M.
Singapore, Penang and Bombay	Ichia	Saturday, 13th, 10.00 A.M.
Cebu	Chihhi	Saturday, 13th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO SIBERIAN MAIL TO EUROPE

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Moji, Kobe, Yokohama and Portland, Singapore, Penang and Calcutta, Batavia, Cheribon, Samarang, Sourabaya and Macassar

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The Parcel mail will be closed on Friday, 19th inst., at 5 p.m.

Moji, Manzanillo, and Guaymas (Mexico), Swatow, Amoy and Foochow, Batavia, Cheribon, Samarang, Sourabaya and Macassar

Angkor, Korrer, Yap, Saipan, Truk, Ponape, Kusaie, Jaluit, Butaritari, Tarawa, Ocen Island, Nauru, Simpsonhafen and Sydney

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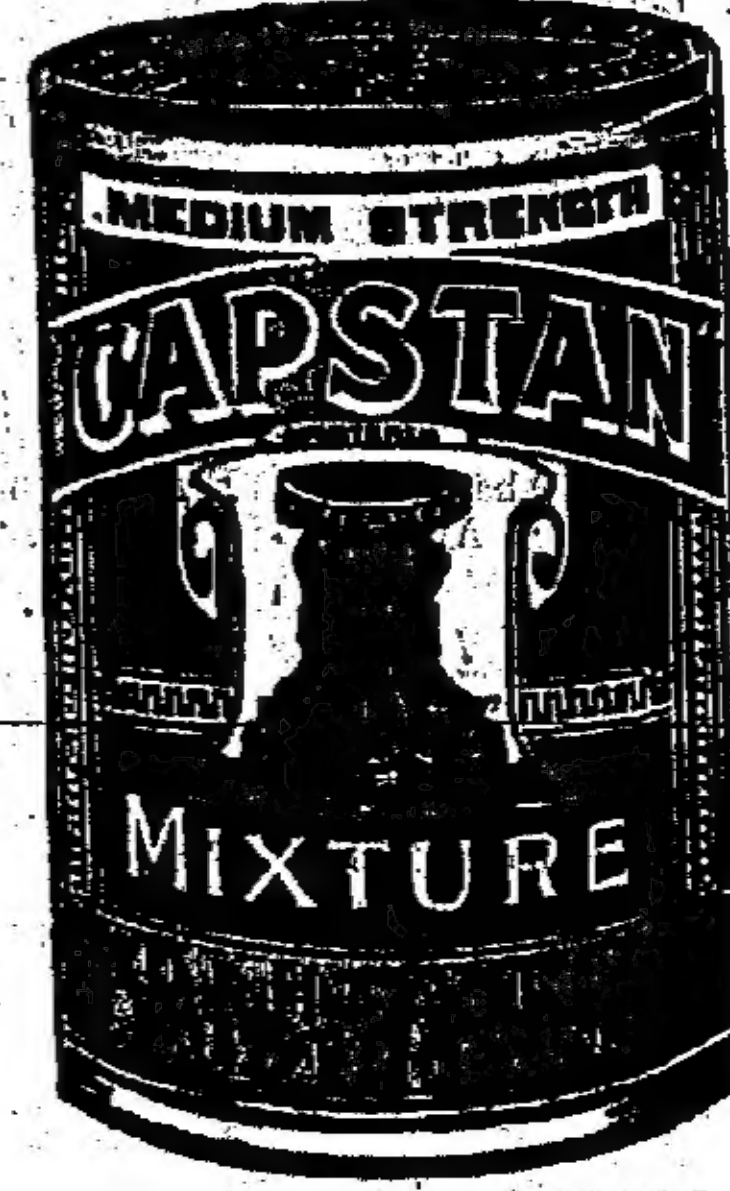


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### SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 12TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$3, sellers
Bank of China, Limited	60,000	\$12	\$12	\$9, sellers
China Bank, Limited	50,000	\$10	\$10	\$1, buyers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.40, buyers
China Merchants Bank, Limited	200,000	\$10	\$10	\$8, buyers
<b>INDUSTRIAL.</b>				
China Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Laon-King-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>RAILWAYS.</b>				
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$19, buyers
<b>DOCKS AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50.
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 116.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
<b>TRADING COMPANIES.</b>				
Green Island Cement Co., Limited	18,000	\$25	\$25	\$9, sellers
Hongkong and China Gas Co., Limited	400,000	\$10	\$10	\$61, sellers
Hongkong Electric Co., Limited	7,000	\$10	all	\$205.
Hongkong Hotel Company, Limited	60,000	\$10	\$10	\$120, buyers
Hongkong Ice Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Rope Manufacturing Co., Limited	8,000	\$25	\$25	\$82, sellers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$170, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111, sellers
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$50, sellers
North-China Insurance Co., Limited	10,000	\$25	\$15	\$15, buyers
Union Insurance Society, Limited	12,400	\$100	\$100	\$85, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$98.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$83, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
<b>MIXING.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720, buyers
Reub. Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$7.
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$1	\$13, buyers
<b>KEELING.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$167.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$31 1/2, div. sal.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$2, sal. (L'don & sal. (L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$4, sal. (L'don
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$25	\$25	\$26, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5.
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,300	\$10	\$10	\$12, sellers
Weissmann, Limited	3,000	\$10	\$10	\$11 1/2, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$300.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$74, buyers
<b>RUBBERS.</b>				
Allagars	...	...	...	5/6
Anglo-Malaya	...	...	...	24/
Balgownie	...	...	...	\$14 (Sta.)
Batavia	...	...	...	110/
Bukit Kajang	...	...	...	63/6
Castellanos, fully paid	...	...	...	120/
Cheviots	...	...	...	25/- prem.
Eastern and International	...	...	...	122/6
Highlands and Lowlands	...	...	...	6/- prem.
Kamunings	...	...	...	...
Kuala Lumpur	...	...	...	...
Labus	...	...	...	84/6
Leibury's	...	...	...	57/
Linggis	...	...	...	13/6
London Asiatics	...	...	...	6/9
London Ventures	...	...	...	8/
Madras	...	...	...	82/ (Sta.)
Pagoh	...	...	...	\$2,060/2100
Sandoroffs	...	...	...	\$31 (Sta.)
Sepangs	...	...	...	27/
Shelfords	...	...	...	74/
Singapore and Johore	...	...	...	\$14 (Sta.)
Sunatara Paras	...	...	...	14/6
Sungai Kapar	...	...	...	...
United Serangs	...	...	...	120/-

### COMMERCIAL.

#### EXCHANGE CLOSING QUOTATIONS.

August 12th.	
ON LONDON	Telegraphic Transfer ..... 1/9 1/2
	Bank Bills, on demand ..... 1/9 1/2
	Bank Bills, at 30 days' sight ..... 1/9 1/2
	Bank Bills, at 4 months' sight ..... 1/9 1/2
	Credits, at 4 months' sight ..... 1/9 1/2
	Documentary Bills 4 months' sight ..... 1/9 1/2
ON PARIS	Bank Bills, on demand ..... 225
	Credits, at 4 months' sight ..... 229
ON GERMANY	On demand ..... 162 1/2
ON NEW YORK	Bank Bills, on demand ..... 43 1/2
	Credits, at 60 days' sight ..... 44 1/2
ON BOMBAY	Telegraphic Transfer ..... 133 1/2
	Bank, on demand ..... 134
ON CALCUTTA	Telegraphic Transfer ..... 133 1/2
	Bank, on demand ..... 134
ON SHANGHAI	Bank, at sight ..... 74 1/2
	Private, 30 days' sight ..... 75 1/2
ON YOKOHAMA	On demand ..... 87 1/2
ON MANILA	On demand ..... 87 1/2
ON SINGAPORE	On demand ..... 76 1/2
ON BATAVIA	On demand ..... 107 1/2
ON HAIKONG	On demand ..... 2 1/2, pm.
ON SAIGON	On demand ..... 2 1/2, pm.
ON HONGKONG	On demand ..... 87
SOVEREIGNS, Bank's Buying Rate	..... \$11.15
GOLD LEAF, 100 fine, per tael	..... \$98.50
SILVER, per oz.	..... 24 1/2

#### SUBSIDIARY COINS.

	per cent.
Chinese ..... 20 cents piece	..... \$5.57 discount.
Chinese ..... 10 "	..... \$5.60 "
Hongkong ..... 20 "	..... \$5.84 "
Hongkong ..... 10 "	..... \$5.98 "



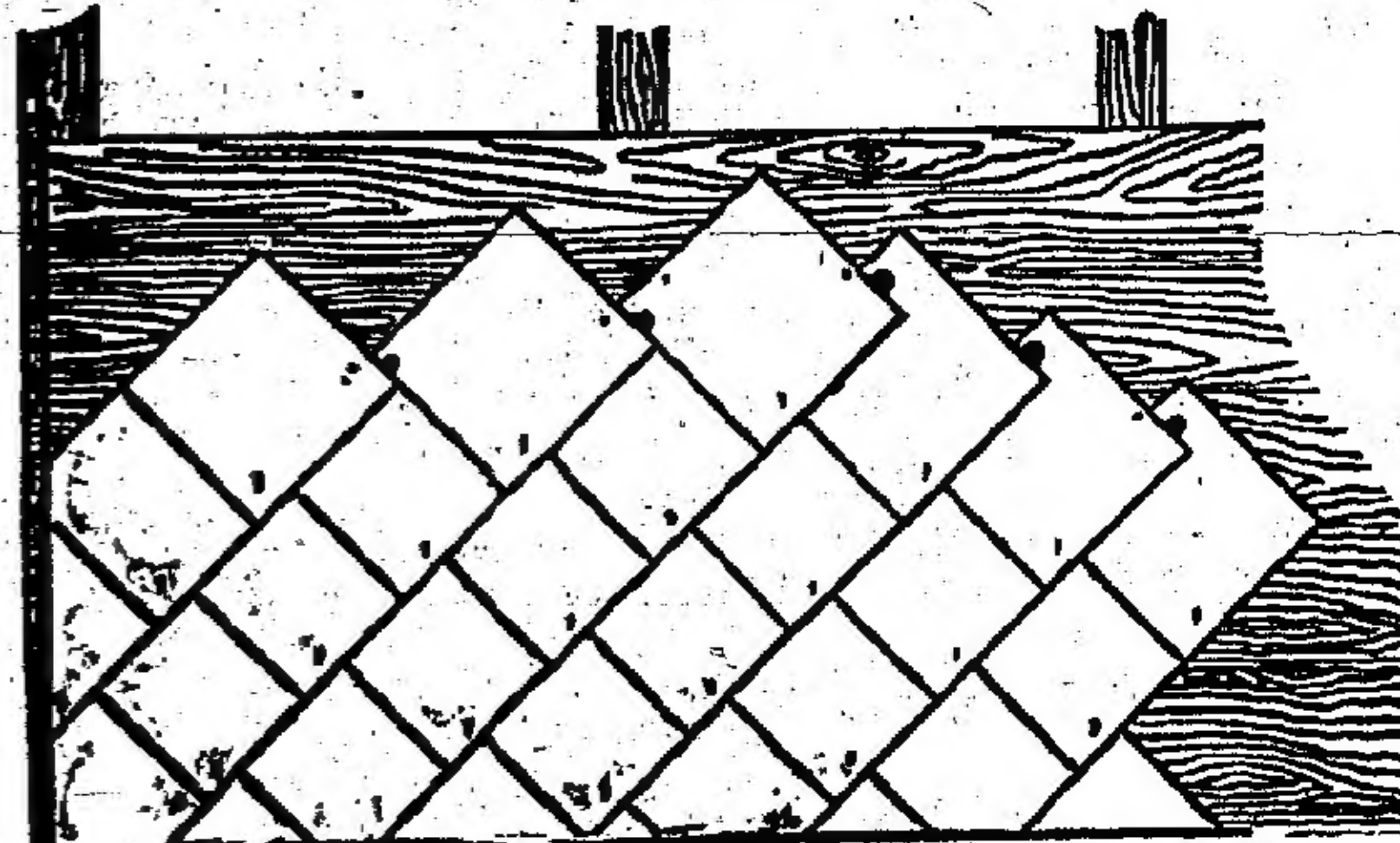
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On account of the special system of fixing the plates, they will stand the heaviest storms without the slightest damage.



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# OPIMUM.

August 11th.

Quotations are:—

Malwa New	.....	\$1,900/1,950	per picul
Malwa Old	.....	\$1,960/2,000	"
Malwa Older	.....	\$2,010/2,050	"
Malwa V. Old	.....	\$2,060/2,100	"
Persian fine quality	.....	\$1,400/1,500	"
Persian extra fine	.....	\$2,100	"
Patna New	.....	\$1,725	per chest
Patna Old	.....	"	"
Bombay New	.....	\$1,725	"
Bombay Old	.....	\$1,725	"

# STEAMERS PASSED THE CANAL.

July 15th—Hector, Indragadi, Suruga, Tenkai. 17th—Bendayan, Glenavon, Goben, Helas, Liberia, Socotra, 22nd—Atholi, Kitanu Maru, Yule de la Ciotat, Anhalt, 26th—Ching Wo, Lantes, Yunnan, Indragadi, 29th—Ambria, Armand Behie, Deucalion, Suevia, Syria, Bademia. Aug. 2nd—Austria, Benglos, Breconshire, Buelow, Arcadia. Delayed through mutilation, Glamorganshire, Simla. 9th—Aet Maru, Blomfontein, Canton, Denbighshire, Glenarra, Roon, Aletia.

# ARRIVALS AT HOME.

August 9th—Andalusia, Kawachi Maru, Meinart, Perseus.

Printed and Published by ALFRED NORMAN KENT for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.4.

## HINTS TO DECORATORS

### FOR USING Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of a good thick cream. (These quantities are only approximate and judgment must be exercised in the mixing.) If the Distemper has become stiff, hot water should be used, as it mixes more readily.  
Whiting or Lime should be washed off the walls or ceiling before applying the Distemper.  
Wall papers may be painted without removing them, if the pattern is not too prominent and if the paper contains no gold, but two coats will probably be required.  
When walls are very porous or repaired, causing too much or unequal suction, we recommend a coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more washable than it otherwise would be. For very damp walls give a first coat of "SILCO" Damp Resistant, also apply this to all damp patches and to places where the lime or salt is working through the plaster.  
White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours. When necessary to lighten any of the shades, Cream, (No. 17) should be used for mixing instead of white.  
Dry colours must not be used for altering the shades, as they take away the binding properties of the Distemper and do not mix evenly.  
All shades marked "X" by the side of the numbers in Colour Book and on the show-cards, may be used for new plastered walls. Any other shades should not be used on damp plaster.  
The Distemper should not be mixed too thickly, one coat is usually sufficient even on new work, and will give a result equal to two coats of oil paint.  
Three weeks after application, but not before, the Paint can be washed. This operation should be done with a sponge wetted with tepid water and passed gently over the wall.

#### AGENTS:—

**WILLIAM C. JACK & CO., LTD.,**

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[30]